

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

CONFIDENTIAL

CORRECTION

COUNTRY	USSR (Sverdlovsk Oblast)
SUBJECT	Airfields and Air Activity in the Sverdlovsk Area

REPORT

25X1

DATE DISTR.

23 November 1954

NO. OF PAGES

5

DATE OF INFO.

REQUIREMENT NO.

RD

25X1

PLACE ACQUIRED

REFERENCES

25X1

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

CONFIDENTIAL

[illegible]

(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

CONFIDENTIAL

25X1

-2-

25X1

1. Between January 1952 and 22 September 1953, informant observed an airfield, about one kilometer square, on the southern perimeter of Sverdlovsk (N 56-50, E 60-37), Sverdlovsk Oblast, just north of Uktus (N 56-47, E 60-40) railroad station. The airfield was a civilian field which was used for pre-military training. Improvement work was not conducted during the period of observation. The landing field was covered with grass. No runways, taxiways, or aircraft revetments were observed. The aircraft were parked without any pattern in front of a hangar and in a shed. A wind cone was fitted on the hangar and three fuel containers were parked near the shed. The field was occupied by about ten biplanes and two or three gliders, all with red stars on their fuselages and wings. The biplanes were observed flying in small or large circles over the field and parachute jumps were repeatedly made from an altitude of about 300 meters. The gliders were towed by the biplanes. Almost every day during the summer, there was intensive air activity. During winter and at night, only minor air activity was conducted occasionally.
2. Between July 1951 and September 1953, informant observed air activity at an airfield located farther southeast of Sverdlovsk. On three or four days each month, from June to August 1953, a twin-engine aircraft with piston engines was observed aloft; it had probably taken off from the field. On three or four days each month between June and September 1953, there was air activity by six single-engine jet aircraft with swept-back wings which flew individually and in formations of up to six; they probably took off and landed at the field southeast of Sverdlovsk.
3. Between November 1950 and June 1953, no airfields were observed in the Pervouralsk (N 56-55, E 59-56) - Degtyarka (N 56-42, E 60-07) area. There was no conspicuous air activity. Between June and September 1953, air activity was conducted by biplanes and gliders. Occasionally, parachute jumps were made in good weather at an airfield near the RTI (rezinovyye tekhnicheskkiye izdeliya---rubber technical products) Rubber Plant, near the Uktus railroad station. The field was occupied by about ten biplanes, one biwinged ambulance plane, and two gliders. A hangar and a small brick building were located on the eastern edge of the field. The landing field, about 1,200 by 300 meters, had white markers. Informant repeatedly observed fuel being transferred from a railroad tank car on the spur leading to the RTI Plant onto a tank truck from the airfield. The airfield was used for pre-military training.
4. Regularly at 1000 and 1300 hours, apparently commercial aircraft were observed above Sverdlovsk flying from southeast to northwest. About 2300 hours, an aircraft with a piston engine and set position lights was regularly observed. Individual twin-engine aircraft with piston engines were observed in the Sverdlovsk area flying various courses at various times of the day. On about five days between June and September 1953, single-jet aircraft with swept-back wings were observed flying individually or in elements of twos at very high altitudes. No more than four aircraft were ever observed aloft at the same time.
5. Between June and September 1953, an airfield, 1.5 kilometers square, was observed west of Chelyabinskiy trakt (highway) and east of Yelizavetinskiy trakt. Flight obstacles in the vicinity of the field included a 54-meter-high smokestack of the RTI Rubber Plant and a north-south high-tension line on steel masts west of Yelizavetinskiy trakt. The Sverdlovsk-Uktus railroad line ran just east of the field. There was no spur track to the field but there was a rail siding to the rubber plant. The entrances to the field were at the western and northeastern sides leading from Yelizavetinskiy trakt and

CONFIDENTIAL

CONFIDENTIAL

25X1

-3-

Chelyabinskiiy trakt, respectively. The field could not be expanded because of buildings in the vicinity. The installation was used as a training airfield for Soviet civilians, both men and women, who received training by Soviet Air Force pilots. There was no runway or taxiway. The grass-covered landing field was dry. A flight control building, a hangar with a vaulted roof, and a smaller building, apparently a workshop, were located in the northeastern section of the field near the entrance. About 350 meters west of Yelizavetinskiiy trakt was a radio installation with six or eight masts and a small cabin from which an underground cable extended to the airfield. This cable had been observed during excavation work. On the field was a fenced-in area, the use of which could not be determined. The field was occupied by ten biplanes and three or four gliders. A few Soviet Air Force members were employed as training personnel. No barracks were observed at the field.

6. During the period from June to September 1953, air activity started between 0400 and 0500 hours and extended until the afternoon. No flights were made at night and in very bad weather. Usually, individual flights were made, repeatedly several biplanes were simultaneously aloft, and occasionally individual stunt-flying maneuvers were observed. During the first days of June 1953, individual parachutists jumped from biplanes. No accidents were observed at the field.

7. Another airfield was located in the area southeast of Sverdlovsk in the Mikhne-Isetskiiy (N 56-45, E 60-42) area.

25X1
25X1

the field was used by military and civilian aircraft. Twin-engine aircraft with piston engines and single rudder assemblies were observed taking off and landing. Some of them had a red star under their wings and on the rudder assemblies.

25X1
25X1

the rear half of their rudder assemblies was painted yellow. No four-engine aircraft were observed. Jet aircraft, apparently not from the field, were observed flying at very high altitudes and very high speeds.

8. Between May 1951 and June 1952, an airfield was observed about 15 kilometers southeast of Sverdlovsk, about three kilometers east of Mikhne-Isetskiiy, and four or five kilometers southwest of the Trans-Siberian railroad line. A paved road, eight to ten meters wide, extended from the direction of Sverdlovsk to the airfield. About three kilometers northwest of the field, there were 4.3-meter-high smokestacks of the Khimzavod (chemical plant). The installation was a military airfield which, according to Soviets, had been built during World War II. During the period of observation, no construction work was conducted at the field, which had an estimated size of two kilometers square. The southern section of the field had a well-kept grass landing area. The east-west runway, about 1,300 meters long and 60 to 80 meters wide, was apparently of concrete. No taxiways could be observed. Uncamouflaged aircraft were parked in the eastern section of the southern half of the field. No shrapnel-proof aircraft revetments were observed. On or near the western edge of the field, in line with the runway, were three searchlights located close to each other, which were in operation when landings were made at night. The searchlight beams extended from east to west at an angle of 90 degrees. The airfield was surrounded by a barbed-wire fence. Three to five six-meter-high watchtowers, equipped with hand searchlights, were located at the northern edge. A sentry was posted at the entrance to the field and patrols were observed along the western, northern, and eastern edges.

9. Seven buildings, apparently including a repair hangar, a building housing the flight control station and quarters, and five brick hangars were located in the northern third of the field. Each of the hangars was about 50 meters long and 20 meters wide and had a large gate at its southern side. Informant repeatedly observed aircraft being towed in and out of the hangars. A three-story building, about 150 by 20 meters, with a tower-like superstructure with a wind cone and an antenna, was located at the northern edge of the field, just east of the approach road from Sverdlovsk. This building apparently housed air force personnel stationed at the field. The repair hangar was slightly larger than

CONFIDENTIAL

CONFIDENTIAL

25X1

-4-

the other hangars. Maintenance work was being done on individual aircraft parked in front of the southern side of this hangar. The mounting or dismantling of engines was not observed.

10. An aboveground fuel dump, consisting of aluminum-colored containers about six meters in diameter and about eight meters above the ground, was located 1,200 to 1,400 meters north of the airfield, about 400 meters east-northeast of the DOX Sawmill, at the end of an approach road. The dump was serviced by tank trucks which arrived from the direction of Sverdlovsk. Tank trucks were also observed moving between the dump and the airfield. 25X1
 the dump, which was surrounded by a barbed-wire fence, was guarded by double sentries from the airfield. 25X1
11. From May 1951 to June 1952, only twin-engine propeller-driven aircraft with radial engines and double rudder assemblies were observed at the field. Sometimes, 25 to 27 aircraft of this type were observed taking off in rapid succession. A total of 30 to 40 aircraft were probably stationed at the field. Air activity was conducted in good and bad weather, but only during the day. Usually 15 to 20 aircraft took off in elements of twos, assembled in right and wedge formations while circling once over the field, and then departed. Individual flights were seldom made. The formations sometimes landed after half an hour or occasionally at the end of the air day. Individual landings were made at short intervals. Firing at towed sleeve targets, bombing, co-operation with other aircraft or troops, or air activity by jet aircraft were not observed.
12. During spring and summer 1953, jet aircraft with swept-back wings were repeatedly observed flying in formations of threes over the area south of Sverdlovsk. Former air force members and Soviet civilians believed that the aircraft were jet fighters. Twin-engine aircraft with piston engines were also observed flying individually and in formations of threes. Soviet workers of the RTI Rubber Plant stated that both aircraft types were stationed at the military airfield about 15 kilometers southeast of Sverdlovsk.
13. From late 1949 to July 1953, informant had never heard about the existence of an airfield in the Asbest (H 57-01, E 61-29) area, nor were jet aircraft, four-engine aircraft, or other aircraft observed over Asbest. During winter 1952 and 1953, a biplane landed on the ice in an inundated pit. Between July and 15 September 1953, individual biplanes were observed aloft over Sverdlovsk. Almost every day, two to four jet aircraft, with swept-back wings and elevator assemblies and apparently one jet engine in the fuselage, crossed over Sverdlovsk at very high altitudes, mostly flying from a southerly direction. After crossing over the town, the aircraft again headed south. Usually, the aircraft flew individually; sometimes, in formations of twos and threes. More than four aircraft were not observed aloft at the same time. Twin-engine aircraft with piston engines, including some with single and others with double rudder assemblies, were observed flying over the area south of Sverdlovsk at low altitudes. The aircraft approached from the south or southeast and departed in the same direction. At night, the sound of aircraft with piston engines was repeatedly heard. The high smokestack of the RTI Rubber Plant was marked with an obstacle light.
14. Between May 1951 and late May 1953, an airfield was observed 15 to 18 kilometers southeast of Sverdlovsk. The field was occupied by individual twin-engine low-wing monoplanes with single rudder assemblies and tail wheels. The aircraft apparently conducted regular day and night flights for airlines. For the first time, in January 1953, jet aircraft with considerably swept-back wings, one jet engine in the fuselage, and without auxiliary fuel tanks were observed over Sverdlovsk. Informant believed that the jet aircraft landed and took off from the airfield southeast of Sverdlovsk, although the take-offs and landings could not be observed. Air activity by jet aircraft increased during spring 1953. Beginning approximately in May 1953, the jet aircraft always approached from the southwest. 25X1
 they were stationed at another airfield. The jet aircraft flew individually, in elements of twos, flights of threes, and sometimes in formations of up to nine aircraft.

CONFIDENTIAL

CONFIDENTIAL

25X1

-5-

15. From August 1951 to September 1953, in favorable weather, jet aircraft with swept-back wings and high rudder assemblies flew individually or in flights of threes. These flights were usually at very high altitudes; vapor trails were seen. The aircraft approached from the direction of Sverdlovsk and departed in the same direction. At night, an aircraft with piston engines crossed over the area of observation.
16. On several consecutive days from July to August 1953, six to eight jet aircraft were observed flying in an east-west direction. A total of 30 to 35 aircraft were seen. At about the same period, twin-jet aircraft in flights of threes were seen flying in an east-west direction at high altitudes. No details could be observed because of the height. Individual passenger aircraft flew in an east-west direction over Pervouralsk by day and night.

25X1

CONFIDENTIAL